

2.4 Alternatives Considered but Eliminated From Further Review

The following alternatives were considered but eliminated from further consideration:

2.4.1 Alternative 1c - Ramona/Cajalco

Alternative 1c involved developing Ramona Expressway as a freeway from SR-79 to I-215 and building Cajalco Road as a freeway from I-215 to El Sobrante Road, eventually continuing to an interchange at I-15. There were three route variations considered linking the intersection of La Sierra Ave./El Sobrante Road with the Cajalco Road/I-15 interchange. These were termed the north, central, and south segments of the Cajalco alternative, or alternatives 1a, 1b, and 1c. Alternative 1c was rejected because it was found to have a greater impact on approved reserves than other two alternatives. Also, it affected the greatest number of species of the three options.

2.4.2 Alternative 2 - Ramona/Cajalco/Mockingbird Canyon

Alternative 2 involved developing Ramona Expressway as a freeway from SR-79 to I-215 and building Cajalco Road as a freeway from I-215 to El Sobrante Road, with an eventual connection to SR-91. This alternative was rejected because of the extent of the impacts to existing homes and businesses along Mockingbird Canyon Road and Van Buren Boulevard, and the difficulty in converting this route into a limited access facility in those areas. For example, the segment of Van Buren from Mockingbird Canyon to SR-91 has poor physical/operational feasibility, and very poor constructability (mainly due to railroad bridges and constrained conditions at the SR-91 interchange). Ten local roadways would be cut off making access difficult to reconfigure in this area and resulting in a very high cost per mile. Also, this alternative was adjacent to the entry to California Citrus State Park, and could have had substantial effects on the historic park and the character of the community. Also, the segment of Mockingbird Canyon from El Sobrante to Van Buren could have affected up to 200 residential parcels (about 70 per mile), many of which have driveways directly onto Mockingbird Canyon Road. This alternative was eliminated from further consideration because it would have been difficult to provide alternate access, and it would have substantially changed the character of the community. Also, Alternative 2 was strongly opposed by the City of Riverside and the public.

2.4.3 Alternative 3 - Van Buren Boulevard

Alternative 3 involved the upgrade Van Buren Boulevard to a limited access facility from I-215 to SR-91. This alternative was rejected because it would be difficult to convert the roadway into a limited access facility. While this alternative was eliminated from further consideration, Van Buren Boulevard will remain designated as a major arterial highway and will serve as a critical link for March Air Reserve Base. Some of the impacts associated with this alternative included the crossing of other streets, impacts to up to 600 residential parcels and 100 non-residential parcels per segment, poor physical/operational feasibility due to railroad bridges and constrained conditions

at the SR-91 interchange, potential adverse impacts to the California Citrus State Park, and the potential for substantially changing the character of the community. Also, this alternative was strongly opposed by the City of Riverside and the community.

2.4.4 Alternative 4b - SR-74/Ethanac, following northern route to Lake Street at I-15

Alternative 4b involved the realignment of SR-74 on the west side of I-215 to connect directly with SR-74 on the east side of I-215 using the Ethanac Road connection. The connection to I-15, would involve building a new route from the Ethanac Road/SR-74 junction to the north of existing SR-74, and joining Lake Street at I-15.

Alternative 4b was eliminated from further considerations because it would have had substantial community impacts along SR-74 east of I-215, and would have been difficult to convert into a limited access facility in those areas. Individual roadway segments would have affected up to 1000 residential parcels and 200 non-residential parcels, and access to many driveways would have been very difficult to re-structure. Some 52 local roads would have been crossed or cut off. The alternative also would have impacted habitat resources in the proposed MSHCP linkage area east of I-15 and north of SR-74, such as the Northpeak area.

2.4.5 Alternative 4e - SR-74/Ethanac, following new route to south of SR-74 to Nichols Road to I-15

Alternative 4e involved realigning SR-74 on the west side of I-215 to connect directly with SR-74 on the east side of I-215 using the Ethanac Road connection. A new segment would be built for the connection to I-15. Alternative 4e was rejected because it would have had substantial community impacts along SR-74 east of I-215, and it would have been difficult to convert into a limited access facility in those areas. Up to 1000 residential parcels and 200 non-residential parcels would have been affected and would have been very difficult to re-structure access to these residential developments and businesses. Some 52 local roads would have been crossed or cut off, and the alternative would have significantly changed the character of the area along SR-74.

2.5 Related Projects

The other related transportation projects in the HCLE Corridor are depicted on Figure 2.3 and include:

- C Widening and realignment of SR-74 to four lanes between I-15 and Seventh Street in the Cities of Perris and Lake Elsinore** - This project is scheduled for construction completion in 2003 at a cost of approximately \$36,996,000 (Source: Caltrans District 8 Projects List).